AGENDA: May 27, 2003 **7.5**

CATEGORY: New Business

DEPT.: Public Works

TITLE: Wild Cherry Lane Paver Replacement, Project 02-37—Approve Plans and Specifications and Authorize Bidding

RECOMMENDATION

Approve plans and specifications for Wild Cherry Lane Paver Replacement, Project 02-37, to replace the existing interlocking pavers with asphalt concrete pavement, and authorize staff to advertise the project for bids.

FISCAL IMPACT

Wild Cherry Lane Paver Replacement, Project 02-37, was approved in the 2001-02 Capital Improvement Program and is funded with $350,000 from County Measure A/B Pavement Maintenance Program grant funds. The cost of the asphalt concrete project, as currently estimated, is $274,000, which is within the available budget.

BACKGROUND AND ANALYSIS

Wild Cherry Lane Paver Replacement, Project 02-37, involves the reconstruction of the pavement on Wild Cherry Lane between West Evelyn Avenue and Villa Street (see Attachment 1). The existing pavement consists of interlocking masonry pavers originally installed in 1986 (as part of a downtown revitalization project—Project 84-45) to make the area more attractive and aesthetically pleasing for pedestrians. The pavement has been failing over time due to trenching for utility repairs and the weight of traffic from waste collection and delivery trucks. The depressed areas have been filled with asphalt as a stop-gap measure to minimize the unevenness of the pavement. The proposed project will remove the existing pavers and the underlining weak soil and replace with 6" of structural backfill and 12" of asphalt concrete pavement.

Replacement Options

The original project scope was to replace the existing pavers with new pavers. On April 1, 2003, staff updated the Downtown Committee on the Wild Cherry Lane pavers replacement project and discussed options for resurfacing the alley with pavers, asphalt and stamped concrete. The Committee members preferred resurfacing the alley with pavers because they

are more attractive (see Attachment 2—Meeting Minutes). Staff has evaluated three options and their associated cost. Attachment 3 compares each alternative.

- Alternative 1: Asphalt Pavement—This alternative would replace the pavers with a thick asphalt pavement surface. This is the least costly project alternative and easiest to maintain.

- Alternative 2A: New Pavers—This alternative would install all new pavers on a structural base section.

  Alternative 2B: Reuse Pavers—This alternative would remove and reinstall the existing pavers. Because approximately 40 percent of the existing pavers are covered with asphalt concrete and/or broken, they will need to be replaced with new pavers. The discoloration of the existing pavers and hand labor of removing and stacking the existing pavers makes this option not cost-effective.

- Alternative 3: Stamped Concrete—This alternative would remove the existing pavers and replace them with a textured, stamped, colored concrete pavement. The installation cost of this alternative is about the same as new pavers, but, because there is limited competition for stamped concrete work, it is likely that the bid prices will be higher than that for new pavers.

Because asphalt concrete pavement presents many benefits over pavers and stamped concrete alternatives, staff recommends that Wild Cherry Lane be repaved with asphalt concrete. The cost for asphalt concrete pavement is approximately $100,000 less than for pavers. The savings can be used to perform pavement maintenance on other City streets. In addition, asphalt concrete pavement has a shorter construction period, which means less disruption to adjacent businesses, and is easier to maintain, less susceptible to staining and consistent with all other downtown alleys.

Although a new paver surface would be more attractive, match the surrounding surface next to the parking structure and maintain the theme of the original Downtown Revitalization design intent, it costs about $100,000 more to install, is susceptible to staining and requires regular steam cleaning to maintain an attractive appearance.

There is no advantage to using stamped concrete pavement because it is at least as expensive as pavers, is equally susceptible to staining and is less attractive than pavers.

On May 14, 2003, staff held an informational meeting on the project at Babbo Restaurant, 194 Castro Street. Prior to the meeting, staff mailed the meeting notifications (see Attachment 4) to all the property owners as well as business people affected by the project.

In addition, the executive director of the Central Business Association personally hand-delivered the notification to the business owners. However, no one from the business community and none of the property owners attended the meeting.

As part of the repaving work, the narrow trench drain in the concrete border band along the east edge of the alley will be removed and eliminated due to maintenance difficulties. Since the alley will be repaved with asphalt concrete, the trench drain is no longer needed and storm water runoff will be collected by the drainage system in the alley.

The cost breakdown of the project, as currently estimated, is as follows:

Asphalt Pavement Construction (includes a 10% construction contingency)	$225,000
Geotechnical Consultant	2,600
City Design	15,000
Inspection and Testing	12,000
Miscellaneous	2,400
Subtotal	$257,000
City Administration	17,000
Project Total	$274,000

The project will advertise for bids on May 28, 2003 and bids will be opened on June 19, 2003. If bids are favorable, a recommendation to award the construction contract will be on July 8, 2003. The construction of the project can begin in August 2003, and all work is expected to be completed by the end of September 2003. During the bid period, staff will work with the Central Business Association (CBA) and directly with the businesses affected by the project and notify them of the construction schedule and alternatives for garbage and delivery trucks during construction.

In accordance with the requirements of the California Environmental Quality Act (CEQA), this project has been determined to be categorically exempt as a Class 2c exemption as described in Section 15302 of the CEQA Guidelines.

ALTERNATIVE

Although staff is recommending the installation of asphalt concrete pavement for Wild Cherry Lane, the Council may select another surface material for the alley.

PUBLIC NOTICING—Agenda posting.

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SC/9/CAM
910-05-27-03M-E^

Attachment:
1. Wild Cherry Lane Paver Replacement—Project Location
2. April 1, 2003 Downtown Committee Meeting Minutes
3. Comparison of Alternatives for Wild Cherry Lane
4. May 14, 2003 Meeting Notification

cc: APWD—Ko, DE, SCE—Muench, ACE—Chen, CE, SWPM, SAA—Irwin, EDM, F/c